

### Coastal Shipping within Western Australia.

#### James & John Tuckey and Fremantle Trade.

The Tuckey family consisting of father John, son James (13 years old) and Charlotte (just 11 years), arrived in the colony on board the ship *Rockingham* in May 1830. Both John and his father were listed as 'farmers' on the ship's records.

The Tuckey family was involved in boats and trade at Mandurah from the beginning of the West Australian and Mandurah settlements. John Tuckey senior was listed as a boatman in the *Bicentennial Dictionary of Western Australians*, and in 1843 he applied for a whale boat license. John also briefly ran the Mandurah ferry, from 1869 until his death in 1872. His son James appears to have assisted his father and also ran a boat sometimes with passengers. This boat worked from Mill Point in South Perth to Murray Bridge and between Fremantle and the Harvey Estuary. Trading between Mandurah and Fremantle in the 1840s, he took wheat and other produce, including butter, eggs and onions from John Sutton a Mandurah farmer to Fremantle, then returned with provisions such as liquor for Sutton's inn.

In 1841, his boat was smashed on the Three Sisters rocks near Safety Bay, a dangerous area for sailors. There were two women on board at the time, but all reached safety. James had originally used an eight ton boat, (name unknown) which might have been the one smashed on the Three Sisters in 1841.

James left Mandurah in the 1850s with his wife and children for the Victorian goldfields. The family returned in 1865 with enough money to buy some land and a small coastal trading vessel. James began working again trading between the Murray and Fremantle, now accompanied by his two sons, Charles and John. These men will be discussed in a subsequent newsletter; however, James did take an interest in their pearling activities.

James also spent more time on his farms in the Murray district. He was to also own several boats, and was listed in their registrations as being a 'boat owner' or part owner.

cont page 4

**From the Editor.** Well here we are 2019 and already February, this issue is full of events which occurred during our summer season with photographs when they are possible of people enjoying them at the museum.

We also continue a series commenced last year on Coastal Shipping and while we accept much has been written about the Tuckey family and their contribution to the growth of Mandurah, we wish to focus on them in connection with their ships. This time we look at the first generation of Tuckey's to arrive in the new colony of Western Australia. We will continue with articles about them and prior to the end of this year will be concluding the series with more information relating to other people involved in shipping between Mandurah and Fremantle and around the state.

We are also including articles by Dave Austin, who contributes occasional 'Odd Facts' but also provides the Maritime Report and articles relating to specific ships. This month we feature the *James Matthews* which was sunk off Woodman's Point where we visited just before Christmas to tour the old Quarantine station. *James Matthews* is mentioned in the current R.A.C. magazine in their 10 best shipwreck dives.

Another short article by Dave relates to the word 'razed', we include a photo on that page of a house in Leslie Street recently demolished. We have been watching this property as there is a lovely old wall at the back of it, also a shed which has been left standing. I believe it is number 17 so we would appreciate any information on the house. Perhaps there are photos of this place in your collections. Please see also our Heritage Photo form, a copy of which will be included in our mail out. **Jan Baker.**

### Special features

#### Coastal Shipping and the Tuckeys Pt 1.

Emily Chambers.

#### Ex Slave Ship - James Matthews.

Dave Austin.

#### Return of the Essex

Jan Baker.

#### Regular features.

From the MDO .

Nicholas Reynolds.

Education Matters.

Katrina Gauci

Dave's Odd Bits

Dave Austin

Volunteer Awards

Jan Baker

Chairpersons report.

Eleanor Kay

**Editor**

**Jan Baker.**

## Education Matters.

### January School Holiday- Fun Toy Car Activities

Fun Toy Car Activities were held at the Mandurah Community Museum over six days during the January school holidays for children aged 5-11 years old. Before each session the children and parents were shown the Curious Community Collectibles display case which featured a collection of cars and the Essex car within the museum.

The sessions were free. The children had the opportunity to complete four activities. Assembling and decorating a wooden car, making and eating an edible car, creating a Lego car and constructing a 3d paper model car.

The children followed instructions and either worked independently or worked cooperatively with an adult to complete the activities.

89 children completed the Toy Car Activities.

All the verbal and written feedback from children and parents who attended was positive, they all enjoyed the activities.

One adult's feedback was: *Very good practical activities suitable of a variety of age groups e.g. 3-8. Good materials, well set out. A good morning/holiday activity. Thank You.*

One child's feedback had been typed on the typewriter. It said, *I had so much fun here today thank you :)*

A mother wrote, *Thank you, the kids had a great time doing all the activities. We will come again next holidays.*

A huge thank you to Tom Hardy producing 120 wooden cars for the children to assemble.

### Christmas Treasure Hunt

To help celebrate Christmas, the Mandurah Community Museum had a free Christmas Treasure Hunt during the month of December. Those that completed the hunt received a prize of a Christmas Tree Swirl Lollipop. There were approximately 120 children that got into the festive spirit and completed the hunt. The feedback was really positive and the hunt enjoyed by all that participated. Thank You to all the museum volunteers for promoting the hunt, helping people and being the Elf.



### Treasure Hunt.

The Penman family came to the museum to take part in the Treasure Hunt.

Pictured Alexis age 4, Millie age 10 and Katie age 12 with their lolly-pop prize.





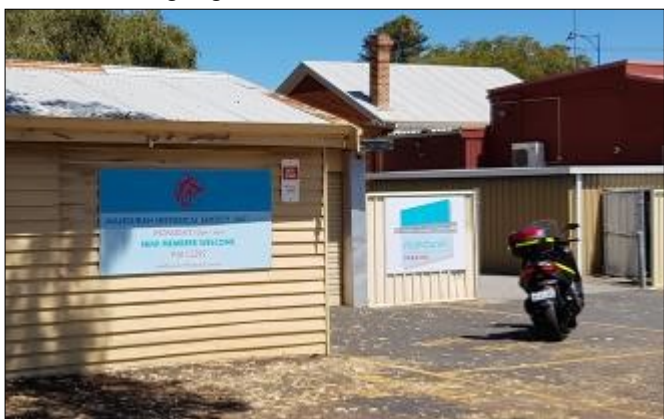
### MDO Report.

Museum visitor figures have been going very well over the last two months. December's figures of 687 was an all-time record for the month. The already good figures from the Christmas children's treasure hunt were further boosted by the intergenerational morning tea which was held in conjunction with the Library in Dalrymple Park on Monday December 17th. Participants were encouraged to tour the Museum on the day. January has also seen good figures with 627 people touring the Museum, the second highest number for any January and a 73% increase on last January's figures.

Work on the upcoming redevelopment of the Museum courtroom has been ongoing, with images which will be used as inspiration for the artists working on illustrating the game having been provided to them. The City's builders who will be carrying out the preliminary works such as sealing the windows and constructing the recessed display cabinet in the two unused doorways have inspected the job and will start work in mid-April. Nicholas will now work on the interpretive panels, images and labels which will accompany the displays. The courtroom itself will be closed to visitors for construction work from Tuesday April 30th.

From the 17th of February the Museum will be hosting an art installation in the old cells as part of the Alternative Archives project. The Alternative Archive Peel is part of an exciting, state-wide series of interconnected group exhibitions, as part of the Connect to the Creative Grid project, Artists and artist groups were invited to create a contemporary visual archive or archival process of an aspect of the Peel, drawn from personal relationships with the people, places and stories around them. Artists Katrina Barber and Julianne Ryan participated in a small residency at the Museum and will install their site specific artworks in the cells. There will be a panel discussion between Nicholas, Penny Hoffman from the Murray Districts Historical Society and Christen Bell from History House museum in Armadale at 11am on Sunday February 24th. This will discuss the relationship between art and museum collections.

During January new signs have been developed for the rear of the Museum and the carpark. The faded museum sign which was on the side of the old St. John's Ambulance shed has been replaced with a new one which is now fixed on the metal fence to the left of the carpark gate. Using the Museum logo, it makes it clearer that the carpark is for general museum parking which should make things easier for visitors who wish to park there. The Historical Society now have a sign in the same location as the previous museum sign. The overall effect is much neater, clearer and more professional than the old deteriorated signage.



We've also had some markings placed on either side of the Agricultural Hall indicating which laneway is for entering off Pinjarra Road and which is for exiting. The laneway closest to the Museum is the exit and the other side is the entry. Also, for those who may not have seen, before Christmas the Dalrymple Park sign was also finally replaced and this now has some directional information for the Museum.

Plans for the mural which will be painted on the exterior courtroom wall have been progressing, with the company Blank Walls being selected to complete the work. Their submission, which highlighted the story of Olaf Wilson and the Leviathan will be completed in a shaded spray can style which will allow a realistic portrait of Olaf to be included. Jerome Davenport, the artist who will complete the mural divides his time between Perth and London, with a number of his murals featuring historic scenes and historic figures being found in the UK. With a prior commitment for a mural in Bunbury work is expected to commence at the end of the month. Along with the signage mentioned above the mural will be a big feature which is bound to raise the profile of the Museum and attract more visitors to appreciate the work and effort that we've all put in.



On Monday February 4th, Nicholas attended a metals conservation workshop at the Sloan's Cottage heritage site in Kwinana. This was organised as an event open to any member of the Peel Chapter of Museums Australia WA. The workshop was hosted by Vanessa Wiggan and has led to the James Service cane which is usually on display in the museum foyer undergoing professional conservation treatment after corrosion was discovered on the cane's handle.

**Nick Reynolds.**

## St. John's Ambulance shed.

John Graysmark, was living in the old schoolroom which at that time was also the police station in the '50's. He had been a member of the Railway Workshops competition team with an Instructors Certificate while doing an apprenticeship. What follows are in John's words as he told me; about gaining an ambulance at Mandurah. This information is contained in John Graysmark's oral history.

*"I was in the Royal Australian Army Service Corp in the CMF and I was doing a lot of work as a driver there for the 10th Field Ambulance say. .... We got to the stage in Mandurah where we just had to have an ambulance and Sam Dawes and Herbert Jacobs in Pinjarra they were trying hard to get us an ambulance. Dr Webster came in one day and he said, "I'm going down to Perth today and I'm not going to come home unless I've got an ambulance" Anyway that night he rang me and he said, "I've got the ambulance" and he said some was bringing it down to Herb Jacobs that night and we are going to put it in your yard. Well it was put round the side of the police station for about 3 or 4 days and there was actually an ambulance shed over at Pinjarra - Batts Yard, they called it Batts Yard across the road from the Catholic, not the Catholic Church, the Methodist Church on the corner of Pinjarra Road and George Street and there were four people from Mandurah came down and dismantled this shed and the four people came back over to Mandurah and put it up again.*

Can you remember who they were?

Yes, Mr Drysdale, Alec Drysdale, Dion Layton was another, Dr. Chapman, me and Dr Webster.

Five People

*Five people and one of the locals here who was running a brick factory or I'm not to sure just which one it was, anyway one of the Mandurah crowd came down and put the concrete floor in for us and that shed was there for a long, long time and the ambulance we had was a modified Holden. Holden sedan still had its four doors on it and we loaded the patients on a stretcher through the boot and the stretcher run past the passenger side of the car and we could only have the driver plus one passenger, if we had to stop anyone bleeding or having to give aid along the way. Had a very good motor in it and a siren on it and we quite often had to go from Mandurah to Pinjarra in about 8 minutes and to get this thing under way they had to set up a St John Ambulance Brigade here or not actually a Brigade but had to get some certified drivers and we had a chappie here by the name of .... Father Hope. Father Hope was a Catholic priest and he was fully certified and with his help and the doctors they set this little group up and in about 10 weeks they had this thing under control, they had daily doses of men, we didn't have to worry about who was going to drive. I very seldom got a whack in the ambulance after that but if anyone couldn't go all they had to do was ring me and I would take the ambulance for them but it worked out very well. Now they've got a big heap of people here and I went up there one day to get a job with them if they wanted help anytime and they said how old are you and I said about 55 and they said you're too old (laugh)..*

Where was Dr Webster in relation to your Police Station?

*Straight across the road from the Police Station. That's where.*

## From the chair

Another busy month at the Museum.

We had good response from an advertisement for the Footprints Book in the "Can You Help" in the West Australian, and quite a lot were sold and posted out of town.



You would have seen where the Raffle of the Old Bridge framed photo was drawn and won by Emma Bradshaw. Thanks to the generous donation from Roy Bolton photographer, we raised over \$1,000 which will be used when the old Courtroom is upgraded. I am really excited about this as it will encourage younger people to come again, also older visitors will appreciate hearing more audio.

It was good to have a busload of visitors from Busselton Collectors club who were having a day trip. They really enjoyed the Museum, and after were going to Edenvale for lunch. They had the Museum recommended by someone so hopefully they will put it about as a good thing to see. Being from a collectors club some of them were really pleased with Kerry Stones Collection of Avon bottles. She now has a small collection of dolls in the cabinet. If you have a small collection of some sort to offer to lend the Museum please ring Katrina.

I have asked before and continue to do so. Please if you are unable to come to meetings, email and comment on any ideas and please keep spreading the word about the work at the Museum by all volunteers, Maritime workers, and the Friends. You can nominate any of your friends to pay their sub and join. If you are on Facebook, there is also a group called "Mandurah Museum Friends" where anyone can post photos or comment. Hope to see you soon!

**Eleanor Kay**

**Below and page 6.** A small house on large block of land was demolished in Leslie St, (possibly number 17). The demolition was towards the end of 2018. Currently there remains a limestone rock wall to the rear of it, the old shed, and they have built a brick fence to enclose it.

We are interested in the house and its history prior to demolition and would like to have any photos which are available for our collection. Please see also Photo Donation requests on page 5.





## Contribute to Mandurah's Photographic History



### Donate a photograph to our collection.

Do you have photographs taken in and around Mandurah that are over 30 years old?

If you do, we would love to hear from you!

We have an extensive range of historical photographs and are passionate about preserving Mandurah's rich history. We are always keen to add new photographic treasures and their stories to our collection.

We are looking for photographs of landscapes, buildings, interiors, people at work, groups, sport and recreation, events etc.

We welcome donations from the community and non-residents to help people understand life in Mandurah through the ages.

To donate photographs and for further information please visit the Mandurah Community Museum, 3 Pinjarra Road, Mandurah or Email: [museum@mandurah.wa.gov.au](mailto:museum@mandurah.wa.gov.au) or phone 9550 3680

Donation forms are available at the City of Mandurah website [www.mandurah.wa.gov.au](http://www.mandurah.wa.gov.au)



**Can you help.** We urgently need another one or two volunteers for Saturdays. If you have 1 or 2 Saturdays a month we would like your help.

Currently if Dave Austin has a Heritage Tour Group the museum must stay closed until he or a second volunteer is available.

### Return of 'Our Precious'.

#### (1927 Essex "Super Six"

As many of you know the presence of the Essex Super Six 1927 is a great drawcard for the museum. This car was purchased new in 1929 by Mr Harold Blakeley Snr., who at that time was the owner of the Hotel Peninsula.

The car was modified to become a 'ute' during the Depression and used to transport produce and alcohol for the hotel during the next 30 years. Prior to 1997 it spent 25 years in the Blakeley's back shed, perched on old fruit cases.

Restoration commenced in 1997 with parts and bits being sought from around Australia, New Zealand and the USA, and the Essex was rebuilt back to its original colours and glory.

The Essex from the Peninsula Hotel remains on display at Mandurah Community Museum due to kind loan by the Tewes Family of Mandurah.

Recently this car featured in a wedding event leaving the museum with a space which was much commented upon as the Essex is such a favourite especially with the older generation who recall the car. There should be no concerns, the car has returned to take up residence here. Photographs show Nicholas and Allan Alcott carefully manoeuvring the car into what is a very tight space. (Your editor of course was too busy photographing to give any assistance at all).





**James & John Tuckey and Fremantle Trade.** (cont from Page 1) The *Industry* was an 11.5 ton dandy or yawl built in 1859 and purchased in the 1860s by James Tuckey. He then sold her on by 1871.

James commissioned the building of a boat in 1875. Called the *Florence*, she was built by Messrs. William Lawrence & Son and launched in 1876. She was a 24 ton fore-and-aft schooner, and Tuckey had specified that she be built suitable for Murray River trade. The newspaper *Inquirer* thought her "exceedingly handsome and likely looking" when she was launched. James sold the *Florence* four years later to Roebourne farmer Mr Woolhouse and pearler Mr Stewart, who lost her in a cyclone on the northwest Coast in 1887.

There was also the *Surprise*, which was a 28.5 ton cutter built in 1870 or 1871. She was co-owned by John Bateman, James Tuckey, and James's two sons John and Charles. John had her converted from a cutter to a ketch, and she was used for sailing between Fremantle and the Murray River.

Charles Tuckey took over as master after his father James withdrew from the ownership in early 1881. However, James continued to carry cargo between Fremantle and Mandurah on the *Surprise* and was taken to court by Alexander Forbes who ran a cannery at Mandurah, following the late delivery of a shipment of tin plates needed to produce cans for fish and fruit. He had a standing agreement with Forbes to carry 300 tons per year at the rate of 10s per ton. He promised to bring the shipment of tin plates down to the Forbes' cannery on a particular day but was actually several days late. By which time the fish and fruit had perished. Forbes wanted James to pay for the losses.

Costs came to over £150, but James claimed he had been held up waiting for one of Forbes' cases to be passed at Fremantle. The jury, however, decided in favour of Forbes, and fined James £15 plus costs.

The *Surprise* was wrecked two years later when she became stranded off Cape Bossut. John's niece's husband, James Craig, was captaining her in the 1883 northwest pearling grounds, and had gone round a false cape, thinking it to be Cape Bossut. She struck a reef, took on water and Craig had to run her aground to get ashore. All on board were saved, and Captain Craig was acquitted of any blame.

Other boats owned or part owned by James Tuckey:-

(May have been the *Darling* – see The Perth Gazette and Western Australian Journal WA (1833 – 1847) 3<sup>rd</sup> February 1844. Licensing return for boats 1844)

First one, 8 tons – from Millpoint into the Murray, also from Fremantle to the Harvey Estuary.

*Darling* – Often went to Port Gregory, quite tiny. Listed in the Govt. Gazette

*Victoria* was bought by J Tuckey – a 12 ton ketch built in Perth 1858.

*Lapwing* 1870's, registered to James Tuckey and a "smart little schooner" it traded between Mandurah and Fremantle.

*Morning Star*, 10 ton pearling boat after 1850's until approximately 1867.

**Researched Emily Chambers**



## Create a Crab

Come and visit the Mandurah Community Museum over the Crab Fest Weekend to make your own egg carton crab to take home.

**Details**

**Dates:** 16-17 March 2019

**Time:** 11am-3pm

Suitable for 5-12 year olds

**Cost:** Free

Adults must accompany children



Mandurah Community Museum | 3 Pinjarra Road, Mandurah

**N.B.** Extensive research went into the series of articles relating to Coastal Trading in Western Australia with specific attention paid to personalities of Mandurah and their role in trading. There is so much information we have had to summarise this to print in the newsletter. We would like to acknowledge Emily Chambers' work in sourcing a huge range of reference material. There were so many sources that we do not have space to print them in this newsletter.

We retain all of the research plus source attributes for Coastal Trading and they will be available at the museum in our Local Studies collection. As always much of our source is from Trove newspaper collections available from <https://trove.nla.gov.au/newspaper/>







First day back for the Maritime Annex crew was rather hot. Pictured at the annex are Dave Austin, Michael McGhie and Ray Cox.

Volunteer Alan Acott is working at the moment to collect more information relating to the efforts of men and women of Mandurah during the Second World War. We are hoping to collect similar information to what we have found for our First World War men.

The project will be more difficult as very little information is currently available in war records of these service personnel. Many of their records are held in Melbourne as physical copies and not on line.

The Museum would welcome any assistance in this effort including memorabilia, photographs or documents which we could scan and return.

On the subject of historical projects, we have some copies of the book **Remembering Them** remaining. For anyone wishing to purchase them they are \$55 per copy.

### Buttons – dress to the right or left?

Some of you will recall I did a short story on the origins of “useless buttons” found on men’s coat sleeves. Whilst carrying out this research, I wondered why buttons on men’s shirts, coats etc. were on the right whilst ladies’ buttons were on the left.

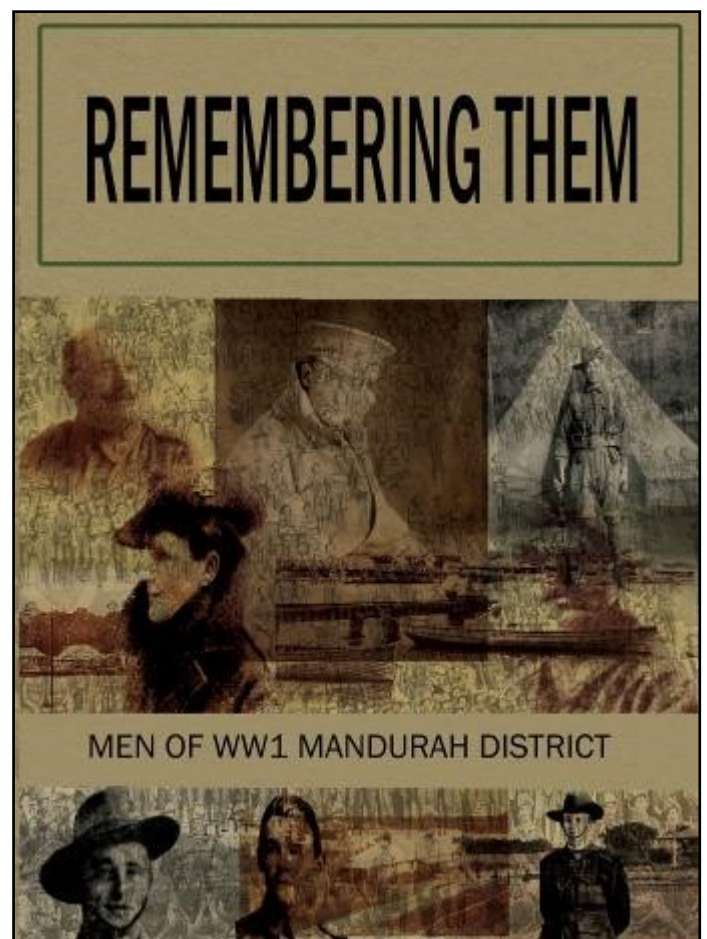
Curiosity got the better of me and sent me off on yet another investigation to try to establish the reason for this. What I discovered was, that as most men were right handed it made sense for the buttons to be on the right hand side of their clothing making them easier to do up.

However, when buttons were invented in the 13<sup>th</sup> century they were very expensive and only the rich could afford them. Wealthy women of this time and later Renaissance and Victorian periods did not dress themselves but had a maid to do so as a second person was required to tension and tie the cords at the back of their corsets, which were then fashionable. As these maids were generally right handed it was easier for the buttons to be on the left side. This means that when the maid is facing the lady she is dressing, being right handed, it made sense for the lady’s buttons to be on the left.

So, there you have it, the reason men and women’s buttons are on the opposite side. Now this has me wondering what the future holds. We hear that the term “men/women” will be banned under the proposed gender neutral conventions where the terms we have all known to describe men, women, boys and girls, will disappear. I can only imagine that buttons will then be placed at the centre to avoid sex discrimination. If I can think of any more useless information, I will again put pen to paper.

**Dave Austin**

Dave Austin.





**Ex Slave Ship James Matthews** A little known maritime archaeological jewel sits in the silt under just a couple of metres of water at Woodman Point between Rockingham and Fremantle;

The *James Matthew* was a French built snow-brig of 107 tons originally named *Voltigeur*. The *Voltigeur* was built to be used as a battle ship but in 1806, along with her sister ship the *Phaeton*, was captured on her way to Curacao by the British ship the *Picque* sailing under Captain Ross.

*Voltigeur* was renamed the *Pelican* and under this name she saw impressive service during the Napoleonic war. The British paid off the *Pelican* in 1810 and she was sold in 1811. We have been unable to find records for the several years.

Later records show she had been adapted as a slave ship and renamed *Don Francisco*, she was sold in 1836. The ship by then had been owned by two slave dealers, Gabriel Giron, a Frenchman and Francisco Felis da Souza who arrived from Brazil around 1800.

As the *Don Francisco*, and owned by da Souza who was a notorious slave dealer trading in humans and goods, she was captured in 1837. Her role as a "slave ship" came to an end when she was captured by the Royal Navy and confiscated. After repairs she was then sold again as a merchant ship and renamed *James Matthews*. The fact that *Don Francisco* survived after being captured is very unusual because it was normal practice to burn a captured slave ship to prevent it from being used again in this awful trade.

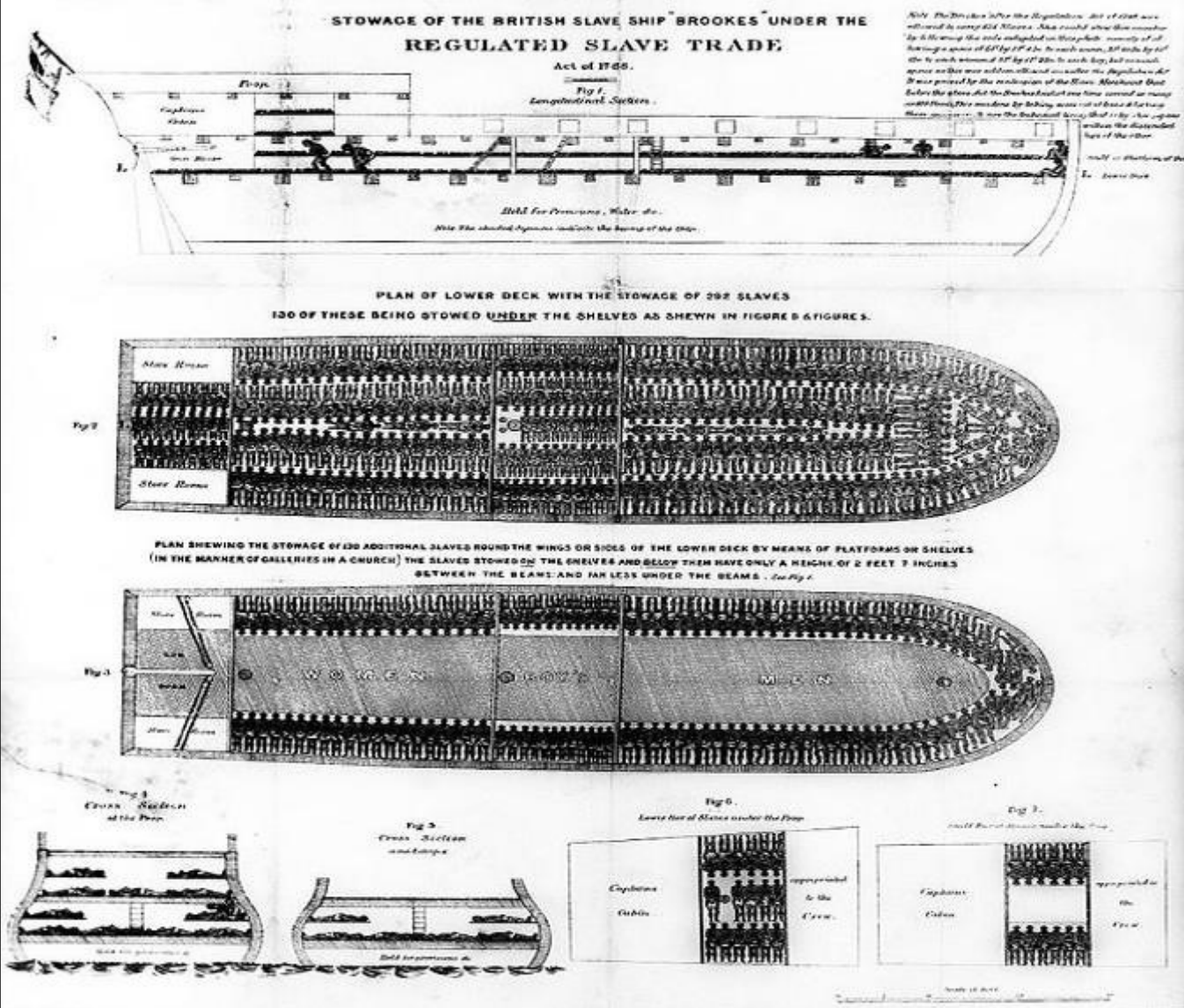
*James Mathews* continued in her new role as a merchant vessel and it was in this role that she came to Australia, loaded with building material. Amongst her cargo was 8000 roofing slates, sheets of glass, boxes of hinges etc. A lot of these have now been recovered and are on display in the Fremantle Maritime Museum.

The *James Matthews* sank at Woodman Point (formerly known as Clarence) in 1841. What makes her so significant in maritime archaeology is that she is the only known preserved wreck of a slave ship in the world. Having been excavated and recorded over a number of years she has now been reburied and protected by a barrier formed around her. The barrier consists of road crash barriers, clean washed stone, shade cloth and clean washed sand, this method of reburying a ship has never been used before anywhere else in the world thus this is a world first for Western Australia.

(See also <http://museum.wa.gov.au/research/research-areas/maritime-archaeology/treasures-from-the-deep/james-matthews>)

Wreck mentioned in February-March R.A.C. magazine as one of the 10 top wrecks to dive in W.A.

Dave Austin.





**Volunteers are our Super Power.** More than ten years ago at the suggestion of a past volunteer (Claire Matchett) we commenced having a Christmas get together in the last few days before Christmas. This year due to several people leaving for holidays early including Katrina and myself (Jan) we decided to postpone it. Unfortunately and with apologies we actually didn't hold this event at all. We hope to re-instate this popular get together next Christmas.

Due to us not holding this event we failed to acknowledge several very important volunteers. During our first volunteer meeting of the year we presented those of our V.I.P volunteers who were present with certificates celebrating ten years of service to the museum.

**Michael McGhie**, has been volunteering at the museum but importantly he was the guiding light in the accumulation of significant boating history along with boats



that closely relate to Mandurah. Michael also provides assistance with Heritage Walks when regular guide Dave Austin is not available. With an Arts background he has also been an advisor for various art competitions run at the museum.

**Kristi Reynolds** almost our ghost volunteer, since coming to Australia as Nick's wife. Kristi has assisted with her graphic design knowledge in many projects undertaken at the museum. Some of the areas which she assisted in were the early display items from our first Anzac exhibitions. Of vital importance is the often unsung 'cleanups' of photos or designs which she undertakes from her office. Kristi has also assisted as a museum volunteers on Sundays, when we have been unable to secure volunteers when Nicholas instead opens the museum with Kristi.



**Phyllis Strothers** has been assisting on Tuesdays since she first joined us. It was a suggestion put by her many years ago that we acknowledge 'long service' of volunteers in some way. These awards started soon after this and since then many of our longest serving volunteers have been recognised. Phyllis takes a trek of two bus rides there and back to attend the museum and provides us with filing and photocopying assistance as well as our most important role of 'meeting and greeting'. Unfortunately Phyllis is unwell at the moment and was not present at the meeting.



Nick will present her certificate at soon as she resumes with us.

**Cheryl Brewer.** A member of the Blakeley family, Cheryl commenced volunteering at the museum twice a week. Usually a constant volunteer on Saturdays in recent years due to ill health she has had to limit her volunteering to monthly on Sundays. Cheryl's quiet charm and interaction with the public while undertaking museum duties has seen her a favourite of visitors on the weekends. Cheryl was unable to attend our meeting but we presented her award the next day. She is pictured with Katrina who gave her the award in the absence of Nicholas.



**Mandurah Community Museum,  
3 Pinjarra Rd,  
MANDURAH WA 6210.**

**Telephone: 9550 3680.**

**Email: [museum@mandurah.wa.gov.au](mailto:museum@mandurah.wa.gov.au)**

**Internet: [www.mandurah.wa.gov.au/Facilities/Museum/Friends](http://www.mandurah.wa.gov.au/Facilities/Museum/Friends)**

**Opening hours.**

**Tuesday to Friday. 10 am to 4pm.**

**Saturday & Sunday. 11 am to 3pm.**

**Closed Mondays and Public Holidays.**

**Friends of Mandurah Community Museum,  
3 Pinjarra Rd,  
MANDURAH WA 6210.**

**Meetings are as notified.**

The mission of the Friends is to provide assistance and support to the Museum in all its endeavours. The 'Friends' also seek to promote the heritage and history of Mandurah, and to assist other like minded bodies.

Membership of the Friends is by a yearly membership fee of \$10 due each August.